

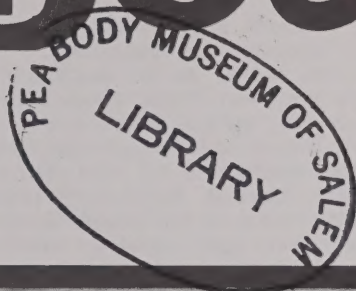


# **messing about in BOATS**

*Twice a Month!*

*Volume 7 ~ Number 7*

*August 15, 1989*







## messing about in BOATS

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## Our Next Issue...

Will have extensive coverage of the very successful "Small Boat-builders' Day" at Strawberry Banke Museum on July 23rd as the main theme, with about 45 builders there it was quite a display of small boat creativity. There should be some more "Small Adventures" to supplement this, also some more amateur projects, and a visit with Peter Duff.

## On the Cover...

Self-rescue in process after falling out of a sea kayak at the L.L. Bean "Advanced Coastal Kayaking Weekend" in Biddeford, Maine July 14-16. Full coverage within.

# Commentary

**BOB  
HICKS**

My day in early July at L.L. Bean's Advanced Ocean Kayak Symposium renewed my conflicting emotions about this sea kayaking way to play. I continue to find it appealing and yet find the almost incessant emphasis on safety somewhat intimidating. I cannot think of any other way of enjoying small boats that carries so much freight about rescue. I know it's because the sea kayak tends to encourage one to go out in conditions in which others, such as canoeists or recreational rowers, won't, but still there's always the business about tipping over, capsizing.

The kayak is so small and I am so large in it that everything I do or fail to do affects how the boat behaves in a very major way. I was interested to note in the A.C.A. "Coastal Kayaking" safety bulletin that is published in this issue, that most capsizes tend to come about due to inattentiveness. Indeed, not paying attention.

Well, that's an increasing problem for me, when I'm not focussed closely on some demanding moment of activity, my mind often wanders. So, in otherwise benign conditions while paddling my kayak, I might daydream and be surprised by some little thing and tip over. Out with friends in such conditions, so what, it's not hard to get back in with help. Out alone, it could be a real inconvenience, if not outright danger. I figured I'd better learn how to get back into my boat.

Well, the eskimo roll is the recommended method, just never coming out of the boat, but instead rolling back up still seated in the cockpit by exercising a trained skill. It's that training that's the next stumbling block. This is not an easy thing to do initially, fighting off basic survival instincts that are screaming about getting out of the boat, trying to get correct orientation while hanging upside down peering through murky water, trying then to move the paddle in the prescribed manner so as to rotate oneself around the boat's longitudinal axis back to the surface and then on upright in one smooth move. Bart Hautaway has taught thousands to do this I'd guess, he's trying to teach me again this summer at Wednesday evening gatherings of his paddling acolytes in Wellesley, Massachusetts.

I think it would be the fun that Bart and others who routinely roll say it is to be able to do so anytime. So I will soldier on. Two winters ago I took a few such lessons from Bart at an indoor pool, but it was a crowded busy scene and I didn't seem to be able to focus clearly enough on what I was

supposed to be doing. Now in the outdoor pond, it looks more promising.

I've had several sea kayaks, tending to opt for the flatter bottomed more stable ones despite urgings of friends to enjoy the fun of the tippy sportier models. I liked sitting there paddling along enjoying myself without having to pay all that much attention every minute to what I was doing. I had a wood/canvas home-made hard chine eskimo type I paddled once in from the Boston Harbor islands in Sunday afternoon boat traffic and a confused sea humping up from thousands of interacting wakes. Good thing I was with friends, it was an anxious experience. I had a big Easy Rider Eskimo I felt comfortable in until I tipped over in Buzzards Bay in 25 knot winds I shouldn't have been out in, except for the fact experienced friends were along. That was a real rescue that time, they all enjoyed the practice opportunity. I had a Seda Viking that was very light (kevlar) and easy moving and stable, but I sold it last winter for the money. Now I have one of Bart's Greenlanders, smaller at about 16' and lower in the water, a bit tippier but not highly demanding, and the easiest boat to move I've yet enjoyed.

I figured it was now or never on this roll thing. I have a paddle float setup I've tried a half-dozen times and gotten it to work quite effectively in flat conditions, but haven't tried it yet in waves and wind. Think about it, who enjoys practicing over and over again routines to save oneself in a recreational activity? Just about all of you who are messing about in boats, other than these kayaks, plan on correct boat control, boat roominess and high initial resistance to capsizing, to deal with the safety thing. You carry, if not wear, A PFD in case you do go overboard. But it doesn't seem to be that there's this need early on to deliberately keep on capsizing your boat in order to learn how to get back into it if it ever happens. So, in pursuit of the delights of the very up close and personal ocean kayak, one must go through this training and develop much greater alertness and awareness of the perils of the sea.

The Bean symposium overwhelmingly dealt with this aspect of the sport. Hardly anything about the pleasures of paddling, just how to survive. Yet the "students" there dutifully slogged along, in the water much of the time. The allure of this craft, once one has mastered how to enjoy it in safety, is very strong indeed.





# Your Commentary

## ABOUT THE "MORRISSEY"

It was a pleasure to read your excellent article on the launching of the "Effie M. Morrissey, Jr". Fred Littleton sent us a copy of your magazine. There are a couple of points I would like to clarify.

Mr. Littleton, who sailed in the "Morrissey" (now "Ernestina") in 1940 and who has been an enormously committed supporter of the revitalization of this old schooner, would be a welcome addition to the ship's governing board and I have little doubt he would be appointed when a vacancy appears. We had very much hoped to be on hand for the launching of the "Effie Jr." with "Ernestina", but unfortunately our training program schedule would not permit. Lastly, the governing board, known as the Schooner "Ernestina" Commission, is not exclusively Cape Verdean nor are there five members necessarily New Bedford residents. By state statute, one each is from New Bedford, Gloucester and Wareham, leaving two at-large seats for which Mr. Littleton would be eligible.

Capt. Daniel Moreland,  
Schooner "Ernestina", New Bedford, MA.

## FEVER ON VINEYARD SOUND

Since participating in the Beaufort, North Carolina, Traditional Wooden Boat Show, "Fever", our 22' sharpie, has traveled north and crossed to Vineyard Haven in late June. We trailered her north to sail to Martha's Vineyard and were surfing on waves on our return trip to Green Pond. It was a great experience that I'll never forget.

Lisa Burke, New Bern, NC.

## GREAT LITTLE SHOW

I went to the Heritage Boat Show that Jim Thayer wrote about in your May 15th issue. It was a great little show with really nice people, yet there was little, if any, local promotion. I learned about it in "Chesapeake Bay Magazine" but saw nothing about it in the local papers. It would draw a much bigger crowd if it were to be promoted locally.

I wanted to display my Comet, but the person I spoke to at the Museum said the show was full. It was not even close!

Scott Wolff, Virginia Beach, VA.

## WINTER HARBOR 21'S

You have some comment in the June 1st issue on the Winter Harbor 21. I rebuilt #5, "Water Witch" a couple of years ago, it took a year's searching to discover its type and identity. The June 1st comment stated that the 21's were built by Lawley. Lawley did build #8 and #9 after Walter McGinnis took measurements from one of the originals. The original seven were built in the winter of 1906-07 by Burgess and Packard of Marblehead, from a Burgess design resulting from Packard spending time in Winter Harbor checking on conditions there and the desires of the local sailors.

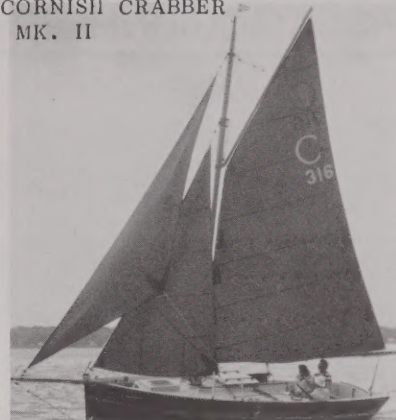
Thad Danielson, Leverett, MA.

## TWO MUCH

What with two jobs, two addresses (one on a lake, one at the shore) and three boats that I only have time to play with two weeks a year, I'm late renewing my subscription. We love the magazine. I would like to see better quality paper and photos but then probably the price would have to go up which I wouldn't like. So stay the way you are. I own a Handi-Cat catboat and two classic wooden skiffs, one a Lowell built around 1955 and still in use.

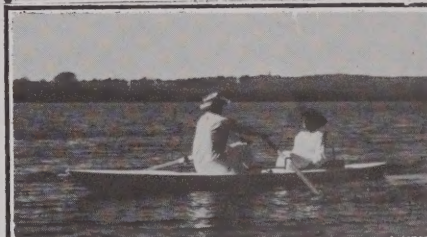
Joe Poire, Provincetown, MA.

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# HAPPENINGS

## CONSTITUTION CUP "TUCK UP" & "DUCKER" REGATTA

The Philadelphia Maritime Museum hosts its Third Annual Constitution Cup "Tuck Up" and "Ducker" Regatta on September 9th at the Red Dragon Canoe Club on the Delaware River in Edgewater Park, NJ. The Museum's Traditional Small Craft Association will hold its Ninth Annual Small Craft Meet in conjunction with the regatta. "Tuck Up" and "Ducker" owners contact Roger Allen at the Workshop on the Water, (215) 925-7589. Small craft owners contact Tony Tereszuk at (215) 722-3245.

## GREAT ROUND GERRISH ISLAND RACE

On September 17th this unique race for human and wind powered craft takes place over a 7 mile course of tidal creeks and open ocean around Gerrish Island, a mainland peninsula made "island" by a narrow tidal creek at Kittery Point, ME. A cookout concludes the event. Lance Gunderson, (207) 4339-7516.

## MAYOR'S CUP CLASSIC YACHT RACE

South Street Seaport in New York city hosts the 23rd Annual Mayor's Cup sailing races for schooners and classic yachts on September 23rd. About 35 such craft are expected to take part, all built prior to 1960. Spectating is offered from the Seaport's "DeWitt Clinton" on the harbor course. The event begins at 11 a.m. Information from Kathy Madden at (212) 669-9430.

## CAPE COD VIKING ROWING

September dates for recreation-al rowing with the Cape Cod Vikings Ocean Dory Rowing Club are the following:

September 2. Monomoy, Chat-ham.

September 16. Pleasant Bay, Orleans.

September 30. Province-town/Long Point.

Contact Mike Orbe at (508) 4230-5487.

## FALL CLASSIC ROWING RACE & SMALL CRAFT MEET

The Connecticut River Oar & Paddle Club will sponsor a race for fixed seat rowing craft of all sizes and descriptions on September 9th in conjunction with the Connecticut River Museum's Governor's Cup Regatta on the Connecticut at Essex, CT.

Also scheduled for the same time and place is the Fifth Annual Small Craft Weekend for traditional small craft enthusiasts.

Inquiries as to details to Jon Persson at (203) 388-2343.

## WOOD RIVER RACE

The Rhode Island Canoe Association hosts its 11th Annual Wood River Race, the club's longest running event, at Bradford, RI, on September 16th. Due to low water level problems at this time of year, the race now runs entirely on the Pawcatuck River over an up-stream/downstream course that eases logistics. Details from Barbara August at (401) 725-3344.

## INTERNATIONAL WHALEBOAT RACE

The return match between rowing crews from Mystic Seaport and Australia that competed last February in Australia in 28' whaleboats will take place on the Mystic River at the Mystic Seaport on September 17th, starting at 10 a.m. A best of three contest over a 2,000 meter figure-eight course is the program for the five oared plus cox wooden whaleboats being built at the Seaport by Willits Ansel. Best viewing will be from the Seaport waterfront. Information from Mystic Seaport Public Affairs, (203) 572-0711.

## SIMMONS SEA SKIFF DAY

The Third Annual Simmons Sea Skiff Day will be held October 7th in Wilmington, NC, as part of an annual Riverfest weekend. Owners of original or replica skiffs of this type are invited to exhibit their craft. Information from the New Hanover County Museum, 814 Market St., Wilmington, NC, (919) 341-4350. Information packet on the Simmons Sea Skiff is available for \$1.

## SCALE MODEL BOATING

Final trials for all scale model RC boats in the Minuteman Model Yacht Club's scale model division take place on September 10th at Rocky Woods in the greater Boston area. Contact Joe Perez at (617) 522-4981.

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## COASTAL CLEANUP VOLUNTEERS NEEDED

The Massachusetts Coastal Zone Management Office is seeking volunteers to lead local cleanups during Coastweeks '89, September 16th through October 9th. National Cleanup Day will be September 23rd but a cleanup anytime during Coastweeks will be supported. The MCZM will supply gloves, bags and data sheets, you supply the volunteers and community spirit.

Last year 2,200 volunteers carried away over 25 tons of debris from 100 miles of Massachusetts coastline. Part of the effort involves recording data about the debris in a national effort to locate sources of such trash.

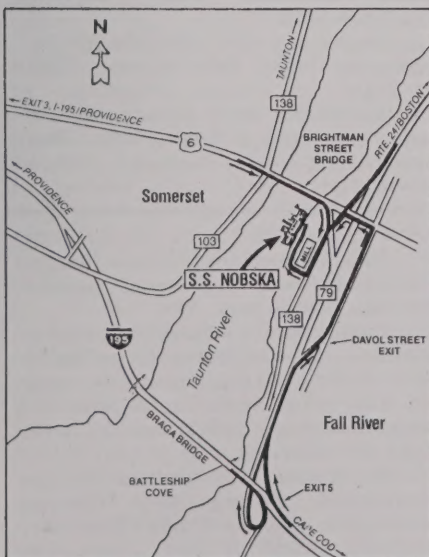
For further information or to volunteer, call Anne Smrcina or Jane Alford at MCZM, 10 Cambridge St., Boston, MA 02202, (617) 727-9530.

## NOANK WOODEN BOAT ASSOCIATION

The 1989 season of racing events organized by the Noank Wooden Boat Association continues with more events scheduled for September 23rd and October 14th. Additionally, they will help organize the Race Rock Regatta with the Wooden Boat Guild for October 7th and 8th. For details, David Pugh, Noank Wooden Boat Association, P.O. Box 506, Noank, CT 06340.

## NOBSKA NEEDS VOLUNTEERS

The Friends of Nobska have set a goal of doubling the number of volunteers joining in the ongoing restoration of the old steamer now at its Fall River dock. Saturday work parties are regularly scheduled from 9:30 a.m. to 4:30 p.m. in fair weather, rain date each week is on Sunday from 12:30 p.m. Some weeknight work parties are also scheduled. Further details from Cynthia Chase at (401) 885-2381.



## HERRESHOFF 12-1/2 ASSOCIATION REVIVED

Growing interest in restoring and sailing surviving Herreshoff 12-1/2 daysailers in their home waters of Narragansett Bay has resulted in formation this season of the Narragansett Bay Herreshoff 12-1/2 Footer Association. This is a rebirth of a former such group which existed from 1953 to 1972. A major group focus this season is participation in the 75th Commemorative Regatta at the Herreshoff Marine Museum in Bristol, and the Narragansett Bay Yachting Association Regatta in the upper bay.

Membership is open to all wooden and fiberglass 12-1/2 owners, former owners and enthusiasts. Contact Michael Pesare, P.O. Box 1102, Bristol, RI 02809, (401) 253-5000.

## ERNESTINA/EFFIE M. MORRISSEY

If the cover story on the launching of the "Effie M. Morrissey, Jr." in the June 15th issue aroused any curiosity about the original schooner, now the "Ernestina", a sail training ship based in New Bedford, MA, you can obtain details on "Ernestina's" 1989 schedule of appearances and cruises from the Schooner "Ernestina", 30 Union St. New Bedford, MA 02740, (508) 990-1493.

## YANKEE STEAM UP

Not directly related to boating but with steamboat involvement, the Yankee Steam Up on September 23rd at the New England Wireless and Steam Museum in East Greenwich, RI, might interest those of you who are steam enthusiasts. "Enjoy splendid machinery in operation," is the pitch. Information at (401) 884-1710.

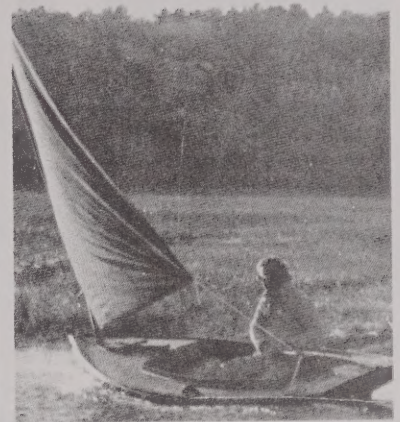
## BASIC BOATBUILDING COURSE

Zu Freeman will resume teaching his basic boatbuilding course at Middlesex Community College in Burlington, MA, on September 16th. Zu specializes in showing how a useful small rowboat can be built for about \$20 materials cost, and has just had a book on the subject published which we will review when available. Further information about course registration from (617) 275-890, ext. 240 or 290.

## FALL BOATBUILDING COURSES IN PHILADELPHIA

The Philadelphia Maritime Museum's Workshop on the Water has scheduled a series of fall boatbuilding courses beginning in early October and running through mid-December. Courses include Half Modeling, Lofting, Boatbuilding Carpentry, Boatbuilding and Spar-making. All are scheduled on weekends. Registration information from Carol Staszak at (215) 925-5439. Course content information from Roger Allen or John Brady at (215) 925-7589.

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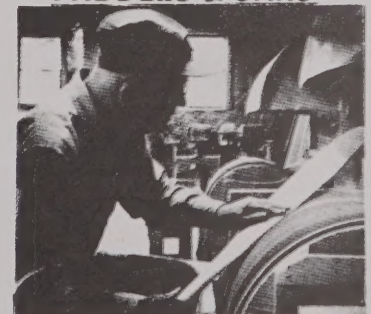
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### WOODEN BOAT SCHOIOL

Courses offered at Wooden Boat School in Brooklin, ME, wrapping up the 1989 season are the following:

September 3-9. Drawing & Painting with William Gilkerson. Elements of Seamanship II with John Blatchford.

September 3-16. Repair & Restoration of Classic Runabouts with Don Benjamin. Cold Mold a 26' Hacker Runabout with Steve White.

September 10-16. Basic Woodworking with John Luffy-Balzer. Celestial Navigation with John Blatchford. Cruising Boat Seamanship, instructor to be announced.

September 17-23. Lofting with Greg Rossel. Wooden Boat Repair Methods with Skip Green. Building Construction Models with Rob Wadleigh. Celestial Navigation with John Blatchford. Cruising Boat Seamanship, instructor to be announced.

September 24-30. Building Your Own DK-14 Kayak with Rich Hilsinger. Joinerwork with Tim Allen. Marine Surveying with Paul Coble.

September 24 - October 6. Fundamentals of Boatbuilding with Eric Dow.

October 1-6. Iceboat Construction with Joe Norton. Canoe Repair & Restoration with Rollin Thurlow. Marine Surveying with Paul Coble. Information at (207) 359-4651.

### ACA CANOE SAILING

Sailing canoe competition events for September sanctioned by the ACA are the following:

September 2-3. WRSC 10m IC Annual Regatta, Annapolis, MD.

September 2-4. Cruising Class National Championship, Sloatsburg, School, NY.

September 16-17. ACA Class New England Division Championship, Lake Massabesic, Auburn, NH.

September 16-17. SSA 10m IC Class Fall Regatta, Annapolis, MD.

September 30 - October 1. WRSC 10m IC Class Fall Regatta, Annapolis, MD.

Details from National Sailing Committee Secretary, Larry Zuk, 189 Prairie St., Concord, MA 01742, (508) 369-6668.

### MCKC CALENDAR

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has the following schedule of activities planned for September, open to non-members.

September 1-3. Camping, canoeing, kayaking. Judie Stark, (201) 377-9124.

September 6, 9, 16-17. Fundamentals of Canoeing course. Eric Klein, (718) 871-2440, Mon-Fri. 9-5.

September 9. Watermelon Cruise, Camp Alvernia. Al Musial, (212) 313-2064.

September 13, 16-17. Introduction to Whitewater Canoeing course. Eric Klein, (718) 871-2440, Mon-Fri., 9-5.

September 16. Jersey Shore Sea Kayaking Show. Walt Durrue, (201) 458-5777.

September 16-17. Sea kayaking, camping, Fire Island. Ralph Diaz, (212) 724-5069.

September 16-17. Esopus release weekend, Classes II-III. Ron Augustine, (201) 869-7280.

September 23. Sea kayaking, Montauk Point., Eric Klein, (718) 871-2440.

September 23-24. Shenandoah Canoe Auction. Chris Nielsen, (201) 584-6022.

September 24. Sea kayaking, Napeague Bay. Eric Klein, (718) 871-2440.

September 30 - October 1. Foilage weekend, Beaverkill West Branch. Chris Nielsen, (201) 584-6022.

### CCRA CANOEING

The Connecticut Canoe Racing Association has two events scheduled for September.

September 10. Mansfield Hollow Marathon, 7 mile flatwater on Mansfield Hollow Lake, Mansfield Center, CT. Also to be held is a war canoe challenge race. Sue Audette, (203) 456-0558.

September 30. Seventh Annual Connecticut Poling Day Cruise, Farmington River. Peter Talariski, (203) 379-5641.

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## Report from Cedar Key

This year's Fifth Annual Cedar Key Boat Meet was a little different from past events because of the remarkable wind, each day beginning at dawn with a SE breeze, filling in to 10-15 knots by noon before veering quickly to WNW at 12-18 knots for the rest of the day. Other years winds have been much lighter. I can recall paddling out to lead boats ghosting along, then backtracking to chat with others, then forward again.

Boats attending this year included the usual half-dozen or so Sea Pearls, a Bolger Harbinger catboat, a gaff rigged centerboarder styled as a Friendship sloop, a Mud Hen, a Sunfish, a sailing Dirigo sea kayak, a Folbot with a tiny outboard engine, a Bolger dory, a Bolger Micro, a sailing double sea kayak one-off, a Sea Runner kayak, a Bolger Brick with outboard power styled as a car with a lavender paint job and top, a Seascape double kayak rigged as a ketch or schooner or cat, a Drascombe Longboat Cruiser, and several other small sailboats. My apologies to the owners of these craft for not remembering all their names, and to be fair to them, I've omitted the names of the people I do remember.

The Sea Pearls shone in these breezy conditions, blasting along to windward easily besting the strong current. The others either used motor power to get up channel between Atsena Key and Cedar Key, or walked their craft around Atsena's NW corner to beat the current and 20 knot breeze in reasonable time before beating the remaining two miles to Seahorse Key.

Cedar Key was again its enchanting self with many undulating ribbons of graceful ibis, frisky porpoises, amorous horseshoe crabs, glorious skies, etc. To me it's the island counterpart of that land of enchantment, New Mexico.

Mike Leiner, Kayann Haske and Dick Grove get my very appreciative "thank you" for organizing this meet, and a "thank you" to

Chris Harkness for getting the whole thing going five years ago. We invite and encourage small boaters from anywhere to join us next

year. I particularly like to see the original, diverse and eccentric small craft that turn up.

Report & Photos from Hugh Horton.





L.L. Bean's annual summer Sea Kayak Symposium at Castine, Maine, has become so popular an event that it's 400 limit on participants is oversubscribed and people are turned away. The broad gauge aspect of the weekend, catering to all from beginner to expert also diffuses the focus to some degree. With all of this in mind, Mike Perry of Bean's Public Clinics department, organized this year a separate gathering for those with basic kayaking skills already in hand who wished to develop more advanced paddling abilities. Held in early July on the campus of New England College in Biddeford, Maine, the Advanced Coastal Kayak Workshop filled its quota of 100 participants at \$140 each for two intensive days of hands-on training.

A very different affair from Castine, this was all business, starting at 8 a.m. Saturday morning and concluding at 6 p.m. Sunday evening. Just about "total immersion" in kayaking, sometimes in the waters of the adjacent tidal Saco River estuary too. The participants were organized into eight groups of 12 or so each, and run through eight separate workshops of two hour duration each over the two days. It was indeed "back to school" with lots of lab time. The dedication of the participants was apparent, they really wanted to learn. The \$140 fee had tended to weed out the dreamers.

So if you had been there and were assigned to Group A, this is what your weekend would have been like.

Saturday morning at 8 a.m. you'd gather in a lecture room to hear Moulton Avery talk about "Cold Water Safety". Moulton's from Washington, DC, and has spent years on outdoor wilderness experience training and in coping with the effects of cold on one's body. Moulton says he's been characterized as a "safety nazi", he's so conservative. His two hour lecture was a very effective one, a mix of humor and serious reality delivered in a colorful manner. In sum, Moulton could not emphasize enough how water temperatures under 50 degrees can impact on you should you suddenly fall in. The shocking power of very cold water on any body not protected by appropriate clothing destroys orientation and bleeds away physical mobility rapidly, rendering any sort of rescue skills almost useless. How about cold water rushing up into your upside down nostrils into sinus passages, instant killer pain. Or hitting an unprotected larynx through an inadvertently open mouth, instant shut off of the windpipe, can't breathe!

How conservative is Moulton? His regular paddling gear always includes wearing a PFD, cockpit skirt, lanyard attaching his PFD to

## ADVANCED COASTAL KAYAKING WEEKEND



his boat, lanyard attaching his paddle to his wrist, nose clips at ready around his neck should going get rough and likelihood of a dump grow, paddle float to back up his re-entry and roll skills. In rocky areas not familiar to him, he wears a whitewater helmet. And in cold waters he gears up in layers of poly underwear under a dry suit, with a wetsuit helmet and a hood. He looks like an astronaut fully geared up! But then he has little fear of disaster regardless of the season of his paddling.

At 10:30 you'd arrive at the "Kiosk" out on a point jutting into the Saco for the "Self-Rescue" on-the-water workshop. Don Jones directed this program with help from Moulton Avery and several other skilled volunteers. About 30 minutes are spent going over the equipment one should have on board to deal with an unanticipated dumping. To get back into your boat unassisted, if you cannot eskimo roll up, requires that you first have means of keeping the boat and your paddle in hand and not have them blow away in the wind. Deck lines to grab or lanyards attaching all together.

The self-rescue technique involves falling out of the overturned boat, dumping as much water out of it as possible before flipping it upright (presuming it was fully equipped with flotation in both ends), blowing up a paddle float and slipping it over a paddle blade, bracing the paddle across the cockpit rear, float out to the side, and crawling up onto the boat facing the rear, swinging legs into the cockpit, then swivelling around to sit into the cockpit. A lot of effort.

After the run through ashore, everyone sallied forth onto the water behind the point and split into groups of three each with an instructor. Pretty soon kayaks were upside down all over the place and paddlers were struggling through the procedure. Moulton demonstrated his re-enter and roll up method using a paddle float as an alternative. And, Don pointed out that hard as this was here, these were ideal conditions in protected wat-

ers. In three foot seas and 20 knot winds, consider the degree of difficulty.

After an hour off for lunch, your group heads for the indoor pool where Bart Hawthaway will conduct eskimo rolling. After the struggle with the self-rescue by paddle float, this key method of self-rescue offers a much tidier, faster way. But, it is fraught with obstacles to mastering it, and Bart and his assistants were there to lead one through a step by step approach to developing the technique. The major problem is dealing with disorientation. When you are suddenly hanging upside down beneath your boat, primal urges scream at your body to "get outta here!" And up and down and right and left all get confused. Trying to keep a clear head and follow a set procedure is not an easy thing to do.

After preliminary right side up run throughs of how one assumes a roll up position, leaning forward, left hand grasping one blade, right hand forward along the paddle shaft, paddle blade facing downward towards the deck, Bart tips you over on your side as you swing out the paddle to a 90 degree position, then brace yourself back up, with help from the teacher. A few of these, and then it's all the way over. Maybe some help getting the paddle out where it belongs, always help getting you back upright when your efforts fail in thrashing around partway up. In this chlorinated pool you wear goggles and noseclips for the dozen or so immersions you'll experience. And when you're done, you'll know how far you have yet to go to master this tricky maneuver. And again, it's this difficult in this heated, benign indoor pool. Out at sea in waves and wind???

By now, not too sure about your ever being able to adequately rescue yourself, you head back at 4 p.m. to the kiosk and the "Group Rescue" session. Chuck Sutherland, an early and persistent advocate of learning safety skills, will conduct this workshop on getting someone in your paddling group who has fallen out back into his boat. Jon Cons assists along with several





others from the Bean staff. Again about 30 minutes ashore to run through basic maneuvers on the grass, then into the boats and the cove. Split into four groups of three or so each with an instructor, the victims fall out and the rescuers approach, spill water from the flipped boat and right it, then raft up, one on one or two on one, for the several alternative ways one gets the victim back aboard. One on one essentially duplicates the paddle float self rescue method with the rescue boat serving as the stability. Two on one involves getting victim and boat between the legs of a shallow V of rescue craft with a feet first up and into thrust from the rear of the empty boat.

It's been a wet day in the water. Eight hours down, eight to go tomorrow. Tonight after dinner, Mike Perry shows slides about paddling the Maine coast.

Sunday morning, breakfast at 6:30, then off to your second lecture, this one on "Wilderness Medical Considerations by Will Jackson. Contending with medical emergencies most likely to be experienced by the coastal kayaker is the meat of this class. I hope you can imagine the problem of dealing with some accidental injury far from shoreside help, unless you and your companions have some basic first aid know-how and supplies along. I did not attend Will's lecture during my one-day visit.

10 a.m. and here comes THE MOMENT, for now you're face to face with Derek Hutchinson, THE GURU of coastal kayaking, chief instructor for Great Britain's sea kayak federation, author of definitive books on kayak cruising and technique, setter of record open water kayak trips, like crossing the North Sea. Derek will show you how to improve your paddling technique. Gather round on the beach out at the Coast Guard Station in Biddeford Pool. Derek checks paddles, "feather yours if it's not already" he commands.

Above; a fleet of kayaks about to commence group rescue techniques, already some have dumped. Below; draining out water from overturned kayak while "victim" awaits; climbing back in supported by rescuing kayaker. Yes, this method is to crawl up onto rear deck facing aft until one's legs can be gotten into cockpit. Then one swings around and sits down. Man in broad brimmed hat at bottom of photos is instructor Chuck Sutherland.







Before he takes the group out on the water for practicing strokes and maneuvers, Derek sets up necessary understanding about what he means by "leading edge up", "trailing edge back", etc. His rather ordinary looking short paddle has two flat blades made up of fins attached to the sides of each end of the shaft. He's painted one side with a fluorescent orange paint most of the class have curved blades with obvious "leading edges". Grasping his paddle shaft by his fingertips, Derek suggests, "think of this as a pencil." A light grip, pushing ahead not pulling back, cocking and tilting blades by fingertips. Then, into the boats and out behind the outer rocky reef over which the seas are breaking from the open ocean. Inside it's calm, again ideal conditions in which to learn how to manipulate what you thought was just this simple paddle you used to push yourself along with.

Second day lunch and your afternoon eases a bit with two more classroom sessions. Off you go first at 1:30 to hear Tom Armstrong talk about group ethics and leadership. Perhaps you think the gang going for a paddle even for an afternoon is easy going camaraderie. It is, until something goes wrong, even something minor. Then it becomes important to have some understanding and awareness about who's in charge and who will decide what must be done by whom. If conditions get bad unexpectedly, if someone gets into trouble, if there's an injury, the group dynamics don't just automatically do the right thing. When the going gets tough, different folks have different strokes. How far do you go in helping another while risking yourself? How does a group reconcile differences in ability levels that become apparent long after your all underway? If there's a clearly defined leader, as on more ambitious expeditions, what must he be prepared to deal with? I also missed this workshop in preference for being at the on-the-water ones.

It's now 4 p.m. on Sunday and you're drooping maybe? Maybe a long drive home faces you tonight, or tomorrow. How to summon up attentiveness for this final lecture on navigation? But you do, you've paid your money. Dave Anderson conducts this one, and he starts right off by pointing out that navigation isn't all just compass and chart, it includes even getting started on your trip appropriately. Like, will the place you put in at

From the top. Self-rescue procedure; blowing up paddle-float while at rest on overturned kayak; crawling onto deck with paddle-float as outrigger stability; another effort a bit further along. Bart Hawthaway spent 16 hours in the pool over two days teaching eskimo rolling.



high tide be accessible later when you return at low tide? Or will there be a half-mile of knee deep mudflats between you and your car? Accurately recognizing landmarks noted on the chart when you look for them, making use of tidal current information, handling headlands and their potentially dangerous conflicting currents and wave forms, etc. Kayak navigation isn't celestial, its very land based in scope, you're almost always likely to be in sight of land, even if obscured by fog, it's not that far off. Dave filled in on last minute notice when Ken Fink was suddenly unable to attend. I did not attend Dave's entire presentation either. Choices, choices.

Looking back over this weekend, one is struck with the emphasis on staying out of trouble or getting out of it. Safety, safety, safety, it's where it's at when one gets more advanced and perhaps adventurous. Ocean kayaking doesn't have the minor physical punishment potential of whitewater perhaps, but as Moulton Avery pointed out in his lecture, "The river kayaker who dumps washes out at the next eddy and gets himself and his boat to shore, or is hauled in on a tossed rescue line from shore. Shore is always there and is integral with the paddler's mindset. The ocean kayaker, even a quarter-mile offshore, who dumps, can be very much on his own, especially with the wind blowing the wrong way or currents carrying him around the point, or the boat blowing away from him. A quarter-mile may just not be possible to swim, even with PFD for buoyancy, if the elements are against you."

So, here's a way of messing about in boats that is intensely personal in its interaction between you and your boat. You practically "put on" an ocean kayak rather than get into it. It gives you unprecedented access to all sorts of interesting waters not easily experienced in larger craft. It can bring you into much closer contact with the natural way of the sea and its life. And you'd better be very aware of possible perils and self-reliant if they suddenly confront you. Scary perhaps to the new paddler, but somehow fascinating and irresistible as its possibilities open out before you.

This L.L. Bean effort at addressing these issues was, in my view, a very useful and successful one.

Report & Photos by Bob Hicks

From the top: "Think of this as a pencil," Derek Hutchinson suggests at start of paddle technique workshop. Don Jones discusses gear one needs for self-rescue prior to the in-the-water workouts. Jon Cons runs students through dry land practice of group rescue techniques.





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# Coastal Kayaking

On the coast of Maine harbor seals may swim beside your boat. In Washington you may join a hundred other paddlers in a race across Puget Sound. Your objective may be to see wildlife in the bays and salt marshes close to home, to make great crossings or just to get a little fresh air and exercise on a sunny afternoon. Our boats are designed to handle the wind and waves on open waters from fresh water lakes to the endless horizons of the sea coast. Coastal kayaking can be serene or challenging. With proper training and seasoned good judgment, the choice is yours. But how should one begin? This brochure briefly reviews the recognized critical skills and information that must be mastered by all open water paddlers.

**WHERE TO BEGIN** - Most paddling skills are easy to learn; you need only be in good health and able to swim. Sea kayak symposiums, held annually around the nation, offer intensive instruction from experts on all aspects of coastal paddling. Dealers or local clubs may offer ocean kayaking instruction. Basic boat handling skills can be learned by taking a whitewater kayaking course. Several references, listed below, discuss ocean paddling skills, standard rescues, basic equipment and the effects of wind, tide and shoreline on sea conditions.

**FIRST STEPS** - On shore, adjust the foot braces so that when your feet are extended slightly your bent knees are in firm contact with the deck. The blades of your paddle will either be set in the same plane or at 70-90 degrees to each other. In the latter case only one hand (the "control hand") will grip the paddle shaft tightly. Raising your control arm and rotating your wrist up slightly now brings the off-side blade into position for the alternate stroke.

Make sure that your boat has airbags or bulkheads in both bow and stern. Wear your life jacket at all times on the water. On land, mount and remove the spray skirt several times. If removing it is a struggle, it is too tight.

**THE WET EXIT** - Capsizes are uncommon and are more often due to inattentiveness than to rough sea conditions. Paddlers must be able to easily exit a capsized boat (wet exit). Practice this near shore with a partner standing next to your boat. Do this first without and then with the spray skirt in place on the cockpit rim. Find the grab loop by feel alone. Repeat the wet exit until it is no longer exciting. For comfort, use noseclips; for safety, a helmet.

**PADDLING STROKES** - Distance paddling, as for a day trip, requires a sustainable forward stroke. Keep your arms and elbows down and relaxed as much as possible. Lift your arms only to the extent necessary to lift the paddle forward for each successive stroke. Rotate the upper body smoothly with each stroke to get torso muscle groups into the action. Use sweeping strokes to turn your boat. Leaning out on the sweep will increase the sharpness of your turn.

**BRACING** - Tip the boat side-to-side and catch yourself by hitting the water sharply with the flat surface of the blade. This "low brace" (palms down) must become a reflex. When your boat has forward speed, let the blade plane upwards along the surface of the water. Feel the support this type of low brace provides. Do this to look behind you or to gain stability in waves.

You can move sideways by sculling. This is also the paddle position for the "high brace" (wrists at shoulder height, wrists turned back). The high brace is used to lean into larger breaking waves. Never lean away from waves that are passing your boat. Do not let the paddle shaft rise above your forehead (danger of shoulder dislocation).

## DEEP WATER RESCUES MUST BE MASTERED BY ALL PADDLERS

**PARTNER-ASSISTED RESCUE** - An advantage sea kayakers have over many other types of boats is that paddlers can rescue themselves following a capsized boat. A capsized boat should be an annoyance - not a crisis. Bring the rescue boat adjacent to the swamped boat with the bows together and the cockpits even with each other. Place the paddles, one from each boat, across both boats behind the cockpit rims. Rescuers - place your "inside" arm behind and under both paddle shafts and grip the cockpit rim of the swamped boat firmly with both hands. Lean your boat over so that the paddles are



held snugly under your "inside" arm. Swimmer - move to the outside of your boat even with the cockpit. With the hand near the paddles, grip both the cockpit rim and the paddle shafts. Reach across your boat with your other hand and grab the cockpit rim near your rescuer's hands. Kick your feet just enough to bring feet, legs and body to the surface of the water. Use your arms and a hard scissors kick to drive your chest up over the cockpit. Get both hands onto the paddle shafts and work your chest out over the rear deck. Put your legs into the cockpit, twist around and sit down. Pump out the boat. A rope sling can be looped over the paddle shafts between the boats to permit a step-up reentry from between the boats.

**PADDLE-FLOAT SELF-RESCUE** - Place a float (inflatable or ethafoam with a slit for the blade) on one blade of your paddle to create an outrigger bar. Hold the paddle shaft against the rear of the cockpit rim with one hand and the far side of the cockpit rim with the other hand. Mount the boat just as described for the partner-assisted rescue. Once up on the boat, keep weight slightly on the outrigger. Too much weight on the outrigger will break the paddle shaft.

If you can do the eskimo roll with the aid of a paddle float, a paddle-float-assisted reentry and roll makes a nice self-rescue. A variety of boat-over-boat maneuvers can be done to empty the boat prior to assisted reentries (see references).

**EQUIPMENT** - Wear your PFD! Federal law requires every boater to have a life jacket in the boat. While trying to put one on in the water, your boat may blow away! Without flotation, swamped boats sink! Your boat must contain securely fixed flotation/bulkheads in both bow and stern. A

"sea sock" will further reduce the amount of water entering a capsized boat (waterproof cloth cockpit liner that mounts on the cockpit rim). Paddles break! Carry a spare on the rear deck.

Carry a hand pump, sponge, loud horn, at least 3 emergency marine flares (smoke flares for day use), compass, marine chart/chart case, first-aid kit, waterproof flashlight and a small weather radio. Put bow/stern lines on your boat. You may increase stability by carrying a 1-2 gallon jug of water (not rocks or barbells) on the floor just behind the cockpit.

**HYPOTHERMIA** - In cold water hypothermia develops rapidly. Paddlers therefore must dress (wetsuit/drysuit) well enough to carry out rescues in the water on which they plan to paddle. Signs of hypothermia include slurred speech, uncontrolled shivering, failure to respond to questions, illogical reasoning and deteriorating reflexes. Get the victim into dry clothes and into a sleeping bag if necessary. If you must paddle in cold water/weather, you should make yourself familiar with the details of hypothermia.



**HYPERTHERMIA** - In hot weather paddle at an easy pace and drink plenty of liquids during the day. Lassitude, a lack of will to carry on at a modest pace, is an early sign of over-heating. Take a break, drink more fluids. Take a swim from the boat or pour some water over yourself. Wear a hat and sunglasses!

**SEA CONDITIONS** - Winds, tides and adjacent land forms interact to generate constantly changing sea conditions. Waves grow rapidly once the wind starts blowing. Winds of 15-20 mph can overpower untrained paddlers. Many areas have well known daily weather patterns. Learn what they are (a strong sea breeze every afternoon, powerful winds sliding down from nearby mountains). Weather fronts can arrive any time and result in drastic changes in sea conditions.

Breaking waves and increased turbulence should be expected where outgoing tidal streams meet incoming waves (inlets), where waves pass over submerged reefs or sandbars, around points of land, and along bulkheads and sea cliffs. Study the marine charts for the places you intend to paddle. How will the tide affect your projected trip? These effects are discussed in detail in the cited references.

**GROUP COURTESY** - Stay with your group. Be properly equipped. Paddle within your limits. Have group horn signals (to gather up and boat over). At each stop, clearly indicate the next gathering point. Identify lead and sweep boats. Paddle to accommodate the weakest paddlers. Leave a float plan with friends on shore. Do not break up the group without conferring with the leaders of the group. **DO NOT VIOLATE THIS SAFETY RULE**

**PADDLING IN TRAFFIC** - Never provoke right-of-way conflicts. Our boats are not visible on radar and are often hard to see. Avoid depending on the judgment and attentiveness of sail and power boaters. When crossing boat channels, do so at right angles to such traffic after the on-coming boats have passed. Cross together as a unit- not one by one.

Harbor entrances and inlet channels are busy, dangerous places with complex wave patterns and often with disorganized traffic patterns. Boating channels should be avoided as much as possible.

**BY LAW YOU MUST SHOW A WHITE LIGHT TO ALL APPROACHING BOATS AT NIGHT.**

**SURF PADDLING** - Paddling in surf can result in head, neck and shoulder injuries. Never do this alone and always wear a helmet. Kayakers must not paddle in the vicinity of bathing beaches.

#### MAKE COURTESY TO MARINERS A HABIT

**SELF-SUFFICIENCY** - Intentionally redundant safety measures provide sea kayakers with a variety of responses for unexpected problems. Most serious accidents developed from a total lack of preparation by the involved paddlers (cold water, light clothing, out alone, bad weather, inadequate boat flotation). When the crisis came, they had no options. Our objective is to promote competence and responsibility among coastal paddlers. Our ability to obtain public recognition for launching and camping depends in part on our collective reputation for such competence. Competence is the product of your skills and good judgment. At all times-


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### Equipment Checklist

Life Jacket — PFD*	Wet/dry suit
Spray Skirt	Spare dry clothes
Paddle	Compass
Spare paddle	Charts & chart case
Air bags for boat	Weather radio
Paddle Float	Thermos
Airhorn	1-burner stove
Smoke signals	First Aid Kit
Meteor flares	Drinking fluids
Waterproof flashlight**	Sunglasses
Trip float plan	Sunscreen
Hand pump	Hat
Sponge	

\* required by law

\*\* required by law at night!

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Several titles of books and videotapes are available from the ACA Bookservice and/or Film Library. Write to the ACA for brochures and additional resource material.

By Charles A. Sutherland, ACA Atlantic Division. A service of the AMERICAN CANOE ASSOCIATION, Inc. in cooperation with the United States Coast Guard.



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# Champlain Small Boat Builders' Exhibition

Report & Photos by Bob Hicks

Early in July we learned of a planned "Small Boatbuilders' Exhibition" to take place at the Lake Champlain Maritime Museum in Basin Harbor, Vermont, on the 8th. Sounded interesting, so despite the short notice, we drove to New England's "west coast" that Saturday, a golden summer day, and thus came to know about yet another effort at restoration of historic old wooden ships, as well as meeting some local boatbuilders. About a dozen builders were on hand with some 20 or so boats, on the very attractive grounds of the Museum.

A word about this Museum, one more on a growing list of small maritime museums that are struggling into existence. The Lake Champlain Maritime Museum was founded in 1984 to collect and preserve that lake's maritime history and its artifacts. This includes Revolutionary War naval battles on the lake, and now a major new program just getting underway is the building of a replica of the "Philadelphia," a 54' gunboat in Benedict Arnold's hastily constructed fleet back in 1776 (see accompanying reprint from the Museum's brochure). An overall budget of \$430,000 is being raised for the three year project, and the building in which it is to be built and ultimately displayed is already up and roofed. This is not the first such project here, in 1987 a full size replica of a typical 18th century bateau was built, launched and sailed. It now is on display in front of the Museum.

A granite block building houses the historical artifacts gathered to date and a boat collection building now holds about a dozen craft typical of those used on the lake. A look at this collection reveals that most of the boats are indigenous to other northeastern areas and apparently were brought to Lake Champlain to be used. Old Town canoes, a New Haven type sharpie, a Whitehall, and Adiron-

dack guideboats comprise much of the collection. The Lake Champlain Maritime Museum, Basin Harbor, VT (near Vergennes), (802) 475-2317.

Adirondack guideboats also seemed to dominate the boatbuilder exhibition we discovered. Four of the twelve builders displayed these craft.

William Michelfelder of Keene, New York, had the classic wooden version, he departed from tradition in using laminated ribs and stems as he'd not yet been able to acquire useable knees from tree roots and limbs. The boat on display was his third, all built since he lost his technical job in a company move and decided to try boatbuilding. William Michelfelder, Cascade Rd., Keene, NY 12942, (518) 576-4751.

Jim Bradford had a fleet of his Florida-built guideboats on the grass, they're wooden construction glued up with epoxy, and Jim operates from Stuart, Florida, as Liberty Guideboats, "The Dream Endures". He was delivering the boats to dealers in New York's Adirondacks when he learned of this event and adjusted his schedule to spend the day. Not as fancy as the Michelfelder boat, but substantially less costly. The inspiration for Bradford's craft was an original Grant-built guideboat his father had owned. Liberty Guideboat, 2981 S.E. Dominica Terr., Stuart, FL 34997, (800) 2-HAV-FUN.

The local builder who has pioneered building the classic guideboat in modern wood technology, Steve Kaulback of Charlotte, Vermont, had his fiberglass models on display. Steve's been through the wringer that the small boatbuilder often must survive, and now he's producing the fiberglass boats as well as his superb strip-built version to order, a craft that won a top award at the Clayton, New York, antique boat show. For reasons of price, obviously, the fiberglass craft is where most of the business is today. Steve also dis-

played an original 13' "Champlain Pike Boat", a double ender similar to a peapod in which local fishermen went after lake pike. Steve says it just might end up as the plug for a fiberglass version. Steve Kaulback, Box 44, Charlotte, VT 05445, (802) 425-3926.

The builder who tipped us off to this event, Gardner Callanan of Indian Point Guideboats of Midland, Pennsylvania, was the fourth to exhibit the Adirondack guideboat. Gardner's fiberglass boat differed from Kaulback's version in that it had laminated wooden ribs glued into the hull, replicating the wooden version more closely. Gardner is still a part-time builder, working full-time as an aircraft mechanic in his Pittsburgh area. Yet he's already built a dozen of his guideboats this year and is pleased with how his business is developing. He offers nine different models to order, in fiberglass or in traditional wooden construction. A very busy guy, Gardner and his wife were on vacation in the Adirondacks and planned his participation in this show as part of the trip. He wistfully remarks on how lonely it is being a traditional boat builder in the greater Pittsburgh area and how he'd sure like to be located where the action is in New England. Indian Point Guideboat Co., 732 Midland Ave., Midland, PA 15059, (412) 643-5457.

Moving on from Adirondack guideboats, we found Fred Shell with two 7' versions of his "Leif" glued lap kit boats. The eyecatcher was the ketch (or yawl?) rigged version, carrying 52 square feet of sail in its split rig, with the mizzen sheet carried by an extended bumpkin that carried the lines of the rail back to their geometric joining point about three feet back of the transom. Fred's been steadily building his kits in his new place outside of St. Albans, Vermont, and says he's pretty well booked now for the rest of 1989.



The other "Leif" was the original sloop rig with 35 square feet of sail. At 7' LOA and 4'2" beam, these are roomy little craft that somehow look very graceful despite such plump proportions. Along with a half-dozen other kits up to the 19' "Great Blue Heron", Fred Shell's designs are very complete, easy-to-assemble, craft. Shell Boats, RD 2 Box 289C, St. Albans, VT 05478, (802) 524-9645.

Fuat Latif has undertaken the building of larger craft with his 16' St. Lawrence Skiff, in his usual elegance. An emigrant from New York City a few years ago, Fuat now lives in Moretown, Vermont and has been building small lapstrake traditional double-paddle canoes of "fine furniture" quality. The St. Lawrence Skiff carries on the quality with its gorgeous black walnut thwarts and rubrails. Fuat's learned that his original prices did not reflect the man hours he was putting in and says the subsequent raising of his prices has not affected his obtaining orders for his work. Fuat Latif, RFD 1 Box 20E, Orwell, VT 05760, (802) 948-2329.

A beautiful wood/canvas canoe built by Horace Strong of Craftsbury Common, Vermont, carried the name "Hosmer Queen", after the local Lake Hosmer in Horace's home town. Horace has been building, restoring and repairing traditional canoes since 1964. His "Hosmer Queen" is his own design based on the E.M. White of Maine. Horace tells of meeting, many years ago, a couple of Bangor area paddlers on the Allagash, one of whom expressed great interest in his canoe. So much interest that he went on to boatbuilding school at Washington County Vocational in Eastport and subsequently acquired the original molds and rights to the E.M. White. His name was Jerry Stelmok. Today, Jerry's famed for his Maine Guide Canoes, and Horace enjoys thinking that the chance encounter got it all going. Horace is something of an anomaly building his canoes in northeastern Vermont, far from traditional canoeing country, but has made it work. He also teaches at the local Sterling College and courses at Brookfield Craft Center in Connecticut. Strongs Canoe Yard, Craftsbury Common, VT 05827, (802) 586-2575.

Paul O'Toole of Middlebury, Vermont, displayed a 17' Herreshoff pulling boat built from John Gardner's book, but by glued lap construction. Paul's an engaging guy who supports himself between boats doing house restorations. Like repairing fancywork porch railings. "I use a lot of epoxy in that work," he says, on jobs where the people don't want to pay the expense of all-new replacement joinerwork. Paul's boat looked just great but he said he still had a few details he wanted to iron out. And, he's gotten a Wayfarer kit

from Wayland Marine and is looking forward to putting that one together. Paul O'Toole, RD 4 Box 140, Middlebury, VT 05753.

David Tier of Middlebury, Vermont, had two rather basic looking plywood double-enders displayed, the sign said they were 12' and 14' "Creek Boats" and photos showed them at work on creeks carrying fishermen. Alongside was a restored 15-1/2' strip-built canoe built by Carl Bausch and obviously inspiration for Tier's far more basic craft. During our three hour visit David was nowhere to be found so we could learn no more. He could probably be located by directory assistance for Middlebury, Vermont, if you'd like to know more about his "Creek Boats".

Several displays of privately owned boats filled out the exhibition. Peter Oxford had two of Platt

Monfort's geodesic boats he'd built, a "Sno Shoe 14" and a "Sweat Pea" fitted out with sail rig and battery operated outboard power. Peter's in the bicycle business in Middlebury, Vermont, though. Richard Klein of Shelburne, Vermont, had a modified Swampscott dory on display, built by his son. Strange to see a Swampscott here in northwestern Vermont. A nice job, lots of detail finish of yacht quality. A similarly finished sailing Whitehall sat on a trailer with no identification whatever, nor was the builder ever in evidence during our stay.

It was a small affair but a nice one, and we had a very enjoyable trip to take it in. Perhaps in 1990 we'll get more notice and maybe be of some help in attracting a larger turnout of builders. They're out there for sure, let's see more of their work.

Top: The bateau built by the Museum's crew in 1987 has been launched and sailed, now rests on front lawn as centerpiece for Museum's exhibits. Bottom: What's this Swampscott dory doing on Lake Champlain? It was beautifully finished.







Above: Shirley & Horace Strong and "Hosmer Queen".

Below: Fred Shell and "Leif".



Above: Jim Bradford's "Grant" guideboat.

Below: David Tier's "Creek Boat" at right, Carl Bausch canoe at left.



Below: Gardner Callanan and his guideboat.







Above: Fuat Latif and his St. Lawrence skiff.



Above: Paul O'Toole's Herreshoff pulling boat.



Below: William Michelfelder and his guideboat.



Below: Steve Kaulback's "Champlain Pike Boat".



Below: Steve and Corinna Kaulback and Steve's guideboat.



# The Project



The gunboat PHILADELPHIA remained at the bottom of Lake Champlain until 1935, when Colonel Lorenzo Haggland raised her to the surface, placed the hull on a barge and created a floating exhibit that toured the Hudson River and Lake Champlain for the next 25 years. In 1961 the PHILADELPHIA went to the Smithsonian Institution, where she became a central exhibit at the National Museum of American History.

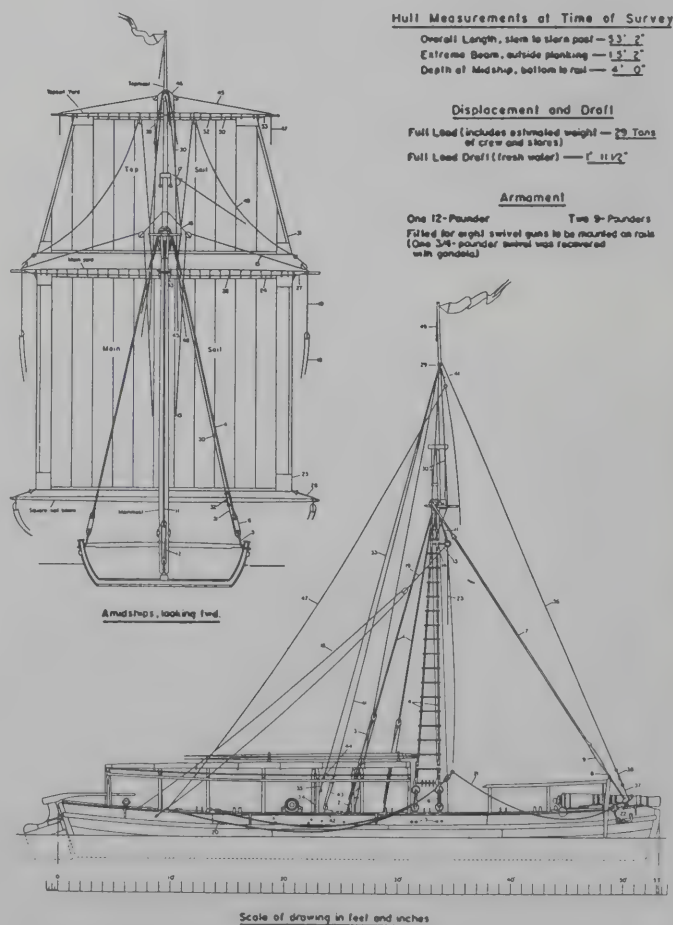
In 1989, 213 years after the Battle of Valcour, the Lake Champlain Maritime Museum will begin construction of a full-sized, working replica of the PHILADELPHIA. Created from plans and blueprints provided by the Smithsonian, the replica will duplicate exactly the details and features of the 54-foot, 29-ton original. The public launching of the new PHILADELPHIA in the summer of 1991 will simultaneously celebrate the birth of the American Navy at Whitehall, New York, in 1776 and the bicentennial of Vermont's admission into the Union as the fourteenth American state.

The three-year project to build the new PHILADELPHIA will engage the public in a variety of exciting and innovative ways. An apprenticeship program for children and adults will provide the opportunity to learn traditional boat-building skills and participate in the ongoing construction work. The Museum will also develop an educational program around the project, as well as temporary and permanent exhibits to interpret the Battle of Valcour and the eighteenth-century heritage of the Champlain Valley.

Following the launching of the new PHILADELPHIA in 1991, the Museum will operate and technically evaluate the gunboat as a sailing vessel. The new PHILADELPHIA will travel to Lake Champlain ports in Vermont, New York and Quebec to bring the project to a broad viewing public. New exhibits at the Smithsonian will enhance the exhibition and interpretation of the original PHILADELPHIA there. At Basin Harbor, a new museum center will house programs, exhibits and a multi-media show on the American Revolution in the Champlain Valley.

The PHILADELPHIA Project will make a major contribution to American history on the state, regional and national levels. It combines the best elements of scholarly and popular history in ways that will attract, entertain and educate scholars and the general public alike. For anyone interested in the early heritage of Vermont, Lake Champlain, or the United States, the PHILADELPHIA Project has much to offer.

## Continental Gunboat PHILADELPHIA





After having worked my way up from dinghy sailing to cruising around San Francisco Bay in a Bristol 19, I began to feel the latter was too much boat for my needs, even though I much preferred overnight trips to day sails. So I built a Folbot type kayak, a fat, almost flat bottomed two-person plywood kayak equipped with a sail rig. I felt much better doodling around in this boat, it was wooden, had no dock fees, gave me some exercise and was quite comfortable to sleep in.

I then got the idea that if I expanded this boat's shape, I could have a craft capable of sleeping an adult in each end, a self-bailing cockpit, a steel centerboard to make it self-righting, and it could still be light and narrow enough to be effectively propelled by a sliding seat rowing rig in a calm.

Perhaps the most unusual aspect of my design is that, since I had no design experience, I chose not to finalize every dimension on paper, but rather to experiment with the shape as I went along. The sides of the boat are 24' long with a constant height of 20". To get a fore and aft bottom rocker, I angled the sides about 12 degrees away from the perpendicular to the bottom.

After fastening the bow and stern together, I experimented propping them apart to various dimensions until they looked good. In my original plan the boat was double-ended with the aft end more severely angled than the front to give adequate floor length for sleeping in the aft compartment. I soon realized this caused the lines to look "pinched-in" at the stern. Fortunately, a friend who stopped by, suggested changing the stern

## It Seems to Fit



to a V-shaped transom so the sides could maintain a consistent angle with the bottom. I cut off the last two inches of the boat, did as he suggested and was pleased with the results. Aside from this change, construction went about as I had planned, although more slowly and expensively.

One of the rather unusual aspects of this design is the home made wooden winch that lifts the 110 pound pivoted steel centerboard up by its bottom aft end. The wire may cause a bit of drag but it does make a rather amusing hum, which rises in pitch as the speed increases. Another is that the area under

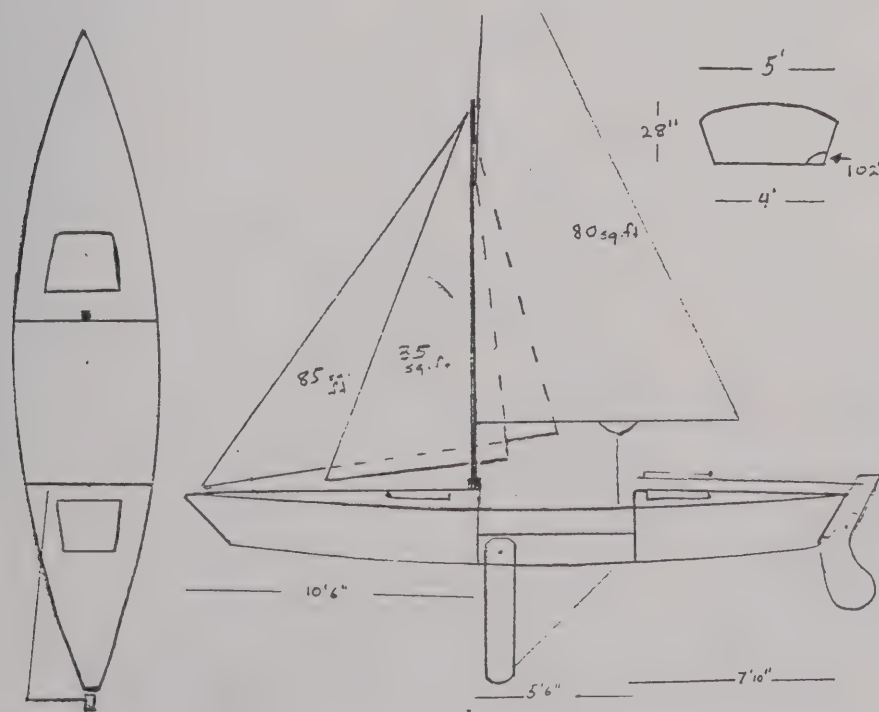
the cockpit is accessible only from inside the sleeping compartments via removeable watertight hatches. The cockpit is drained by two holes on either side covered on the outside with half sections of hollow rubber boat fenders epoxied in place. The fenders keep water from sloshing into the drain holes.

I chose to use a gunter rig to keep the mast low and pivotable at sea. I have a small main that sets just to the top of the mainmast that I think will be used much of the time in our strong summer winds. Both the staysail and the jib are set flying so I don't have to climb out on the deck to change them.

I've been out on four overnight trips so far with this boat, including one up and down the Bay, 30 miles each way. The boat seems to row about as fast as my slow kayak, though into a stiff breeze it's harder, added wind resistance, I suppose. I did manage to row in a protected channel a few hundred yards against 25 knot winds. I'm quite pleased with the sailing characteristics, the boat accelerates quickly, balances well and seems quite stable. I don't seem to point quite as high as I would with a high aspect marconi rig, but then, I do appreciate the alternatives the gunter rig provides; easy mast stepping and an efficient strong wind rig, trysail and staysail. For me the sleeping areas are not claustrophobic, but rather cozy.

I think I'm going to have a long, happy relationship with this boat, it seems to fit my personality.

Richard Damon, Stanford, CA.



Length - 23'10"  
Beam - 5'  
Draft - 6" (board up)  
- 4'6" (board down)  
Weight - 600 pounds

### OTHER DETAILS

Sides & top of 1/4" plywood, bottom, bulkheads, cockpit floor of 1/2" plywood.

Trysail is 45 square feet with one 50% reef.

Mast pivots forward onto deck for rowing, can be left standing if windage is not a consideration.

Oars, boom and gunter store in forward compartment, accessible through hatch in forward bulkhead.

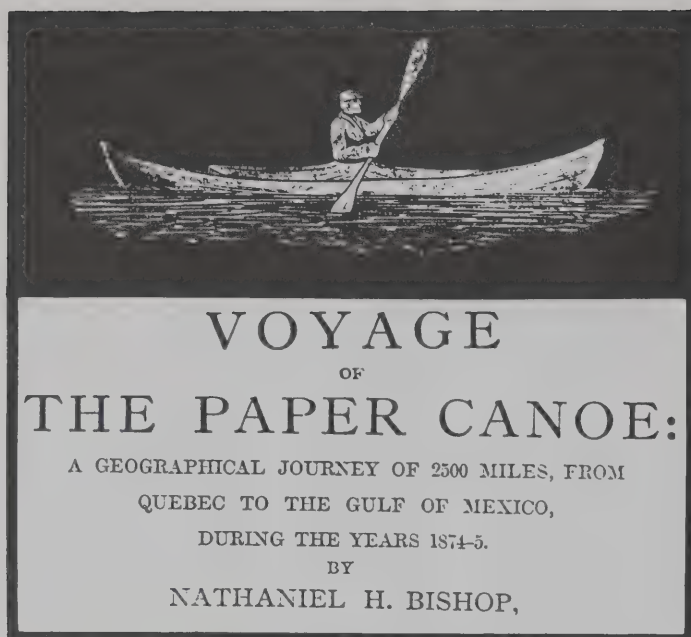
Oarlocks are shaped from 3/4" plywood, slide into slots in side decks of cockpit.

Cost of boat: Hull & rigging about \$1,000. Sails, main, try and stay, \$900. Trailer \$700.

It took a year to build in spare time.

A similar type of boat is offered for sale by Miller Boatworks, 180 N. Esplanade Dr. Miami, FL 33166.





## CHAPTER XII.

FROM CHARLESTON TO SAVANNAH, GEORGIA.

ST. HELENA SOUND.—LOST IN THE NIGHT.—THE PHANTOM SHIP.—A FINLANDER'S WELCOME.—A NIGHT ON THE EMPEROR'S OLD YACHT.—THE PHOSPHATE MINES.—COOSAW AND BROAD RIVERS.—PORT ROYAL SOUND AND CALIBOQUE SOUND.—CUFFY'S HOME.

The ebbing tide was yet high, and through the forest of vegetation, and over the submerged coast, I pushed the canoe into the sound. Now I rowed as though for my life, closely skirting the marshes, and soon entered waters covered by a chart in my possession. My course was to skirt the coast of the sound from where I had entered it, and cross the mouths of the Combahee and Bull rivers to the entrance of the broad Coosaw. This last river I would ascend seven miles to the first upland, and camp thereon until morning. The tide was now against me, and the night was growing darker, as the faithful craft was forced along the marshes four miles to the mouth of the Combahee River, which I had to ascend half a mile to get rid of a shoal of frisky porpoises, who were fishing in the current.

Then descending it on the opposite shore, I rowed two miles further in the dark, but for half an hour previous to my reaching the wide debouchure of Bull River, some enormous black-fish surged about me in the tideway and sounded their nasal calls, while their more demonstrative porpoise neighbors leaped from the water in the misty atmosphere, and so alarmed me and occupied my attention, that instead of crossing to the Coosaw River, I unwittingly ascended the Bull,

and was soon lost in the contours of the river.

As I hugged the marshy borders of the stream to escape the strong current of its channel, and rowed on and on in the gloom, eagerly scanning the high, sedge-fringed flats to find one little spot of firm upland upon which I might land my canoe and obtain a resting-spot for myself for the night, the feeling that I was lost was not the most cheerful to be imagined. In the thin fog which arose from the warm water into the cool night air, objects on the marshes assumed fantastical shapes. A few reeds, taller than the rest, had the appearance of trees twenty feet high.

So real did these unreal images seem, that I drove my canoe against the soft, muddy bank, repeatedly prompted to land in what seemed a copse of low trees, but in every instance I was deceived. Still I pulled up that mysterious river, ignorant at the time of even its name, praying only for one little spot of upland where I might camp.

While thus employed, I peered over my shoulder into the gloom, and beheld what seemed to be a vision; for, out of a cloud of mist rose the skeleton lines of a large ship, with all its sails furled to the yards. "A ship at anchor, and in this out-of-the-way place!" I ejaculated, scarcely believing my eyes; but when I pointed the canoe towards it, and again looked over my shoulder, the vision of hope was gone.

Again I saw tall masts cutting through the mists, but the ship's hull could not be distinguished, and as I rowed towards the objects, first the lower masts disappeared, then the topmasts dissolved, and later, the topgallant and royal masts faded away. For half an hour I rowed and rowed for that mysterious vessel, which was veiled and unveiled to my sight. Never did so spectral an object haunt or thwart me. It seemed to change its position on the water, as well as in the atmosphere, and I was too busily employed in trying to reach it to discover in the darkness that the current, which I could not distinguish from smooth water, was whirling me down stream as fast as I would approach the weird vessel.

Drawing once more from the current, I followed the marsh until the canoe was opposite the anchorage of a real ship; then, with hearty pulls, I shot around its stern, and shouted: "Ship ahoy!"





No one answered the hail. The vessel looked like a man-of-war, but not of American build. Not a light gleamed from her ports, not a foot-fall came from her decks. She seemed to be deserted in the middle of the river, surrounded by a desolate waste of marshes. The current gurgled and sucked about her run, as the ebb-tide washed her black hull on its way to the sea. The spectacle seemed now even more mysterious than when, mirage-like, it peered forth from a cloud of mist. But it was real, and not fantastic. Another hail, louder than the first, went forth into the night air, and penetrated to the ship's fore-castle, for a sailor answered my call, and reported to the captain in the cabin the presence of a boat at the ship's side.

A quick, firm tread sounded upon the deck; then, with a light bound, a powerfully-built young man landed upon the high rail of the vessel. He peered down from his stately ship upon the little speck which floated upon the gurgling current; then, with a voice "filled with the fogs of the ocean," he thundered forth, as though he were hailing a man-of-war: "What boat's that?"

"Paper canoe Maria Theresa," I replied, in as foggy a voice as I could assume.

"Where from, and where bound?" again roared the captain.

"From Quebec, Canada, and bound to sleep on board your vessel, if I can ever get up there," I politely responded, in a more subdued voice, for I soon discovered that nature had never intended me for a fog-trumpet.

"Ah, is it you?" cheerily responded the captain, suddenly dispensing with all his fogginess; "I've been looking for you this long time. Got a Charleston paper on board; your trip all in it. Come up, and break a bottle of wine with me."

"All hands" came from the fore-castle, and Finland mates and Finland sailors, speaking both English and Russian, crowded to the rail to receive the paper canoe, which had first been described to them by English newspapers when the vessel lay in a British port, awaiting the charter-party which afterwards sent them to Bull River, South Carolina, for a load of phosphates.

The jolly crew lowered buntlines and clew-lines, to which I attached my boat's stores. These were hoisted up the high sides of the ship, and, after bending on a line to the bow and stern rings of the canoe, I ascended by the ladder, while Captain Johs. Bergelund and his mates claimed the pleasure of landing the paper canoe on the deck of the Rurik. The tiny shell looked very small as she rested on the broad, white decks of the emperor of Russia's old steam



yacht, which bore the name of the founder of the Russian empire. Though now a bark and not a steamer, though a freighter and not a royal yacht, the Rurik looked every inch a government vessel, for her young captain, with a sailor's pride, kept her in a thorough state of cleanliness and order. We went to supper. The captain, his mates, and the stranger gathered around the board, while the generous sailor brought out his curious bottles and put them by the side of the still more curious dishes of food.

All my surroundings were those of the country of the midnight sun, and I should have felt more bewildered than when in the fog I viewed and chased this spectral-looking ship, had not Captain Bergelund, in most excellent English, entertained me with a flow of conversation which put me at my ease. He discoursed of Finland, where lakes covered the country from near Abo, its chief city, to the far north, where the summer days are "nearly all night long."

Painting in high colors the delights of his native land, he begged me to visit it. Finally, as midnight drew near, this genial sailor insisted upon putting me in his own comfortable stateroom, while he slept upon a lounge in the cabin.

One mile above the Rurik's anchorage was the phosphate-mill of the Pacific Company, which was supplying Captain Bergelund, by lighters, with his freight of unground fertilizer.

The next morning I took leave of the Rurik, but, instead of descending the Bull River to the Coosaw, I determined to save time by crossing the peninsula between the two rivers by means of two short creeks which were connected at their sources by a very short canal near "the mines" of the Phosphate Company. When I entered Horse Island Creek, at eleven o'clock, the tide was on the last of the ebb, and I sat in the canoe a long time awaiting the flood to float me up the wide ditch, which would conduct me to the creek that emptied into the Coosaw. Upon the banks of the canal three hours were lost waiting for the tide to give me one foot of water, when I rowed into the second watercourse, and late in the afternoon entered the wide Coosaw. The two creeks and the connecting canal are called the Haulover Creek.

As I turned up the Coosaw, and skirted the now submerged marshes of its left bank, two dredging-machines were at work up the river

raising the remains of the marine monsters of antiquity. The strong wind and swashing seas being in my favor, the canoe soon arrived opposite the spot of upland I had so longed to reach the previous night.

This was Chisolm's Landing, back of which were the phosphate works of the Coosaw Mine Company. The inspector of phosphates, Mr. John Hunn, offered me the hospitality of Alligator Hall, where he and some of the gentlemen employed by the company resided in bachelor retirement. My host described a mammal's tooth that weighed nearly fourteen pounds, which had been taken from a phosphate mine; it had been sent to a public room at Beaufort, South Carolina. A fossil shark's tooth, weighing four and a half pounds, was also found, and a learned ichthyologist has asserted that the owner of this remarkable relic of the past must have been one hundred feet in length.

Beaufort was near at hand, and could be easily reached by entering Brickyard Creek, the entrance of which was on the right bank of the Coosaw, nearly opposite Chisolm's Landing. It was nearly six miles by this creek to Beaufort, and from that town to Port Royal Sound, by following Beaufort River, was a distance of eleven miles. The mouth of Beaufort River is only two miles from the sea. Preferring to follow a more interior water route than the Beaufort one, the canoe was rowed up the Coosaw five miles to Whale Branch, which is crossed by the Port Royal railroad bridge. Whale Branch, five miles in length, empties into Broad River, which I descended thirteen miles, to the lower end of Daw Island, on its right bank. Here, in this region of marshy shores, the Chechessee River and the Broad River mingle their strong currents in Port Royal Sound. It was dusk when the sound was entered from the extreme end of Daw Island, where it became necessary to cross immediately to Skull Creek, at Hilton Head Island, or go into camp for the night.

I looked down the sound six miles to the broad Atlantic, which was sending in clouds of mist on a fresh breeze. I gazed across the mouth of the Chechessee, and the sound at the entrance of the port of refuge. I desired to traverse nearly three miles of this rough water. I would gladly have camped, but the shore I was about to leave offered to submerge me with the next high water. No friendly hammock of trees could be seen as I



glided from the shadow of the high rushes of Daw Island. Circumstances decided the point in debate, and I rowed rapidly into the sound. The canoe had not gone half a mile when the Chechessee River opened fully to view, and a pretty little hammock, with two or three shanties beneath its trees, could be plainly seen on Daw's Island.

It was now too late to return and ascend the river to the hammock, for the sound was disturbed by the freshening breeze from the sea blowing against the ebb-tide, which was increased in power by the outflowing volume of water from the wide Chechessee. It required all the energy I possessed to keep the canoe from being over-run by the swashy, sharp-pointed seas. Once or twice I thought my last struggle for life had come, but a merciful Power gave me the strength and coolness that this trying ordeal required, and I somehow weathered the dangerous oyster reefs above Skull Creek, and landed at "Seabrook Plantation," upon Hilton Head Island, near two or three old houses, one of which was being fitted up as a store by Mr. Kleim, of the First New York Volunteers, who had lived on the island since 1861. Mr. Kleim took me to his bachelor quarters, where the wet cargo of the Maria Theresa was dried by the kitchen fireplace.


The next day, February 18, I left Seabrook and followed Skull Creek to Mackay's Creek, and, passing the mouth of May River, entered Calibogue Sound, where a sudden tempest arose and drove me into a creek which flowed out of the marshes of Bull Island. A few negro huts were discovered on a low mound of earth. The blacks told me their hammock was called Bird

Island.

The tempest lasted all day, and as no shelter could be found on the creek, a darky hauled my canoe on a cart a couple of miles to Bull Creek, which enters into Cooper River, one of the water-courses I was to enter from Calibogue Sound. Upon reaching the wooded shores of Bull Creek, my carter introduced me to the head man of the settlement, a weazened-looking little old creature called Cuffy, who, though respectful in his demeanor to "de Yankee-mans," was cross and overbearing to the few families occupying the shanties in the magnificent grove of live-oaks which shaded them.

Cuffy's cook-house, or kitchen, which was a log structure measuring nine by ten feet, with posts only three feet high, was the only building which could be emptied of its contents for my accommodation. Our contract or lease was a verbal one, Cuffy's terms being "whateber de white man, likes to gib an ole nigger." Cuffy cut a big switch, and sent in his "darter," a girl of about fourteen years, to clean out the shanty. When she did not move fast enough to suit the old man's wishes, he switched her over the shoulders till it excited my pity; but the girl seemed to take the beating as an every-day amusement, for it made no impression on her hard skull and thick skin.

After commencing to "keep house," the old women came to sell me eggs and beg for "bacca." They requested me never to throw away my coffee-grounds, as it made coffee "good 'nuf for black folks." I distributed some of my stores among them, and, after cutting rushes and boughs for my bed, turned in for the night.




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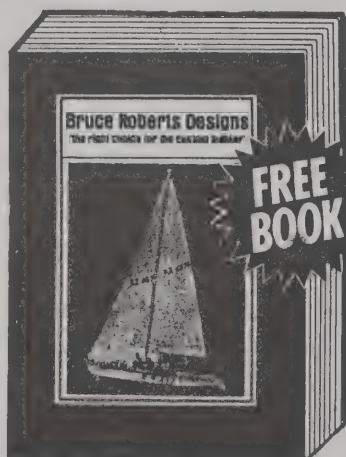
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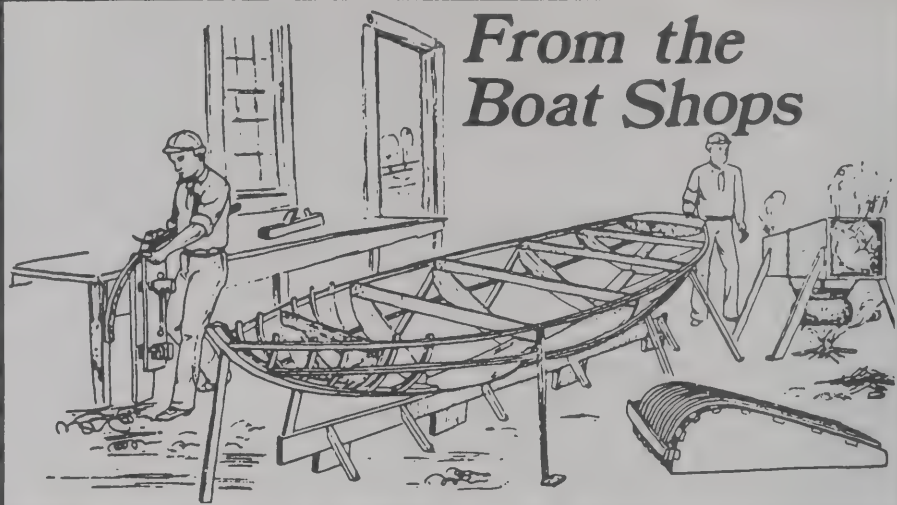
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## From the Boat Shops



### HUMPHREY BOATWORKS

Jeff Humphrey was clearing space for his next restoration project in his shop in Mattapoisett, Massachusetts, when we visited him in early July. He'd just taken on a major restoration of another Herreshoff 12-1/2, and the place in the shop where it was to go when it arrived in the next day or so was occupied by a Lightning Jeff had been restoring on his own account. So, outside the barn in which his shop is set up, Jeff was adding length onto a pole building shed that presently sheltered under its poly tarp roof another 12-1/2 hull pretty much down to its basics awaiting Jeff's rebuilding. A pile of gravel awaited grading into the hollow where the shed extension was headed, by "Mexican Backhoe" method, shovel and wheelbarrow.

Jeff was pleased with getting the new project, for it was a direct result of his displaying a prior 12-1/2 restoration he'd completed in time for the Wooden Boat Show in Newport in 1988. Jeff had been disappointed that he'd had no follow-up inquiries from being in the show, despite the great deal of interest many had shown in his work on that boat, but now this job

would make it all up to him. The Lightning would have to wait a while alongside that other 12-1/2, which Jeff had originally taken on as a job, only to end up buying it from the estate of the former owner who suddenly died. And, occupying the main part of the shop, Jeff's Dark Harbor 17 project sits awaiting some of his time.

Time is something Jeff doesn't have a lot of. He's going into his senior year at Brown University in Providence this fall, majoring in mathematics and philosophy. He does his boat work during summer vacation and sometimes during the mid-winter one-month break from school. So, he cannot take on too much work and has had to tread that narrow path of taking on just enough, but not too much, boat work. The 12-1/2 project coming in is a long term one, delivery is not scheduled until July, 1990. It's been in storage for a long time and the family owning it can wait another year. Jeff's price for the job was very attractive in view of the lack of a tight deadline for completion.

Jeff, at 21 years of age, already has ten years experience



working on wooden boats. He rebuilt his mother's daysailer, took on summer work during the high school years in a local wooden boat/furniture restoration shop, and struck out on his own three years ago when he entered Brown. His sister's horse had come up lame and had to be destroyed, she did not get another, and Jeff took over the box stalls and main barn floor with his boats. The 12-1/2 he displayed at Newport was his first major restoration, he replaced about 75% of it he estimates, but at a very low cost, considering it sort of an on-the-job training project. It came out beautifully, Jeff has the touch.

With idle time between the paying projects, Jeff had to build something, so he opted for the Dark Harbor 17 after looking through the "Wooden Boat" plans catalog. He figures he'll build it when time permits, offer it for sale after he's done sea trials, and maybe sail it for his own pleasure until it sells. It is presently planked up except for the sheer planks. The long graceful hull with its long overhangs both ends takes up the main barn floor area, the 12-1/2 project will go into a wing on the barn.

Jeff doesn't know yet about his plans after graduation a year from now. If he can attract enough restoration and repair work, he figures he'll keep on with wooden boats, for this is unquestionably his first love. Whatever career opportunities that there may be for his mathematical and philosophical training will await results of his boatbuilding enterprise. An interesting approach to us, as we've come to know professionals who have dropped out of their careers to take up boatbuilding as a living, but not any young builders who have set aside professional training even before starting on such careers to build boats.

So Jeff Humphrey will be busy the rest of this summer, possibly during his winter holidays too, on his third Herreshoff 12-1/2 restoration. He loves the boats and knows them pretty well now. He figures he might complete the latest job before school begins if it doesn't turn up more problems than it seems to have. But working in the unheated shop in winter vacation is not a favorite notion for him, he has to limit his efforts then to what can be done with gloved hands or on rare sunny, mild days. A year from now, though, Jeff will have much more time. If you think you'd be interested in talking to Jeff about a future restoration of a classic sailboat, he is at 45 Aucutt Rd. in Mattapoisett, MA 02739, (508) 758-6234.



SQUARE RIGGER UNDER CONSTRUCTION

A 36' traditional Norwegian "Lestabat" (cargo boat) is under construction this summer at the Rockport Apprenticeship in Rockport, Maine, with two Norwegian-trained American apprentices working under the direction of Einar Borgfjord, a master boatbuilder from the Fosen Folkhogskole (folk high school) in northern Norway. After the vessel is completed in September, Jon Godal, founder of the Fosen Folkehogskole will conduct a seminar in the handling of her square sails on Penobscot Bay.

Apprentices Carol Scranton and Jon Etheredge recently returned from nine months at the Fosen school where they were instructed in the special art of Norwegian boatbuilding, which differs considerably from the traditional American way of wooden boatbuilding that they learned at the Apprenticeship.

"The Norwegian builder does not use a set of drawings to know the shape of the boat," Jon explains. "Rather, the shape of the boat is developed from a set of proportions that are recorded on a boat measuring stick that is handed down from master to apprentice. The shape of the boat is controlled during the building only by the angle of the bevel, the planking and a system of shores from an overhead beam, not by the molds we

commonly use at the Apprenticeship."

In describing this latest international exchange project, "Boats of the North", Lance Lee observes: "The project is the result of our conviction that when a fine old skill appears to be passing out of wide-spread practice, it ought to be perpetuated, actively and with the youth of today. In addition to embodying simplicity, husbandry and skillfulness, Norse methods are swift. They involve less timbering, thus less time, wood and money. For these and for exchanged cultural reasons, we resolved to see if such methods might not be grafted onto traditional practices of North American boatbuilding and apprenticing in Rockport."

Visitors to the shop on Sea St. will be able to view this work in progress and also see a 19' Afordsfaering, a sailing and rowing boat built by Jon Etheredge while he was in Norway. This boat, he reports, is like the family station wagon on the Norwegian coast, used for errands, to go to church and visiting, or as a starter fishing boat for a younger member of the family.

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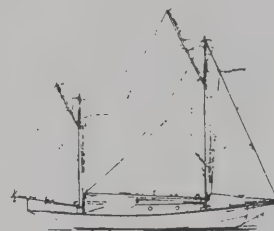
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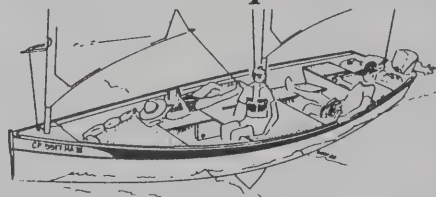
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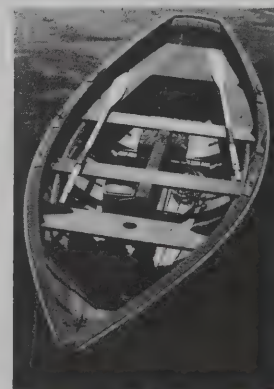
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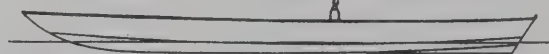


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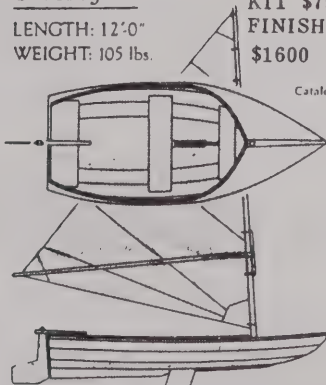
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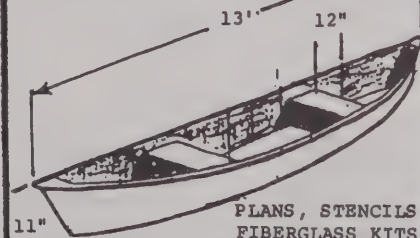
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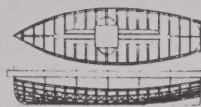
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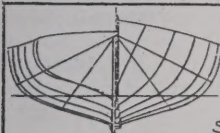
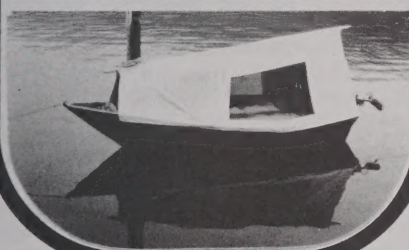
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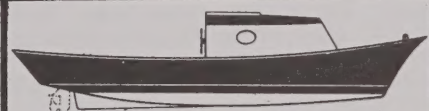
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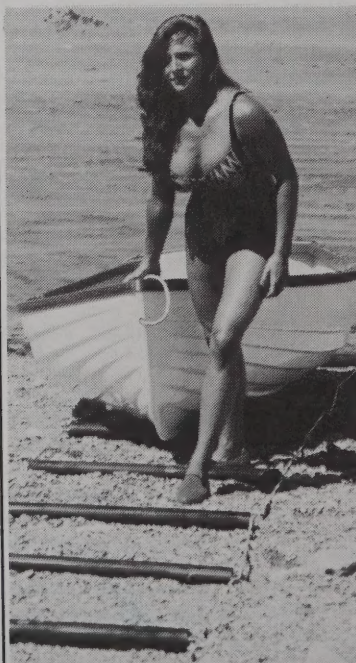
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